

Remarks

Claim Rejection – 35 USC § 103

Claims 1-6, 8-14 and 16-21 were rejected under 35 U.S.C. §103 as being unpatentable over Hui, U.S. Patent No. 6,113,909 (“Hui”) in view of McDermott, U.S. Patent No. 5,009,406 (“McDermott”) and Milwain U.S. Patent No. 4,577,843 (“Milwain”). Claims 7 and 15 were rejected under 35 U.S.C. §103 as being unpatentable over Hui in view of McDermott with Milwain and with Nillson, U.S. Patent No. 4,723,769 (“Nillson”).

Reconsideration is respectfully requested of the claims as presented herein in light of the remarks below.

Applicants’ invention is generally directed to a moveable support device for an automotive body part with a concavity. As discussed below, Hui, McDermott and Milwain are not concerned with supporting an automotive body part having a concavity. Claim 1, on the other hand, claims:

an automotive body part defining a concavity ... at least one holder attached to the frame configured to receive and at least constrain an edge of the concavity ... at least one other holder attached to the frame horizontally spaced from the at least one holder configured to releasably engage structure on an edge of the concavity ... the at least one holder and the at least one other holder being positioned to support the automotive body part such that the concavity faces downwardly and access is provided to substantially an entire under surface within the concavity.

Hui describes an apparatus with clamps and rest blocks to secure an automotive door panel and door trim panel during a manufacturing process. McDermott describes a movable apparatus which has a base having jack stands and a channel on which a vehicle door is supported. Milwain describes a support for a door which includes a holder that engages the latching mechanism of the door.

Thus, none of Hui, McDermott or Milwain discloses an apparatus that supports an automotive body part defining a concavity, where the apparatus includes at least one holder that receives and constrains an edge of the concavity and at least one holder that releasably engages

on an edge of the concavity, doing so such that the concavity faces downwardly and access is provided to substantially an entire under surface within the concavity.

Therefore, it is submitted that claim 1 is allowable over these three references.

Independent claims 8, 9, 19 and 21, like claim 1, all claim a movable support device comprising a structure for supporting an automotive body part defining a concavity.

Claims 8, 9 and 21 provide that the support members support the automotive body part such that concavity faces downwardly and access is provided to substantially an entire under surface within the concavity. Therefore, for reasons similar to those disclosed above, it is submitted that independent claims 8, 9 and 21 are allowable over Hui, McDermott or Milwain.

Claim 19, like claims 1, 8, 9 and 21, claims that the movable support comprises a frame including a plurality of horizontally spaced support members. Claim 19 further provides that at least one of the support members includes a saddle and a flange adapted to support an edge of the concavity of an automotive body part, where the flange is angled with respect to the saddle so as to permit work to be performed upon the edge while the automotive body part is supported by the support member.

As pointed out above, Hui and McDermott describe an apparatus for supporting an automotive or vehicle door on its bottom edge. Milwain describes an apparatus for supporting an automotive door through the use of a support stand to which a cantilever axle or live spindle is attached. The cantilever axle or live spindle accepts a threaded bolt which secures an elongated connector, which is part of the apparatus and not part of the door. The elongated connector is attached to the automotive door side edge through the hinge bolts located at the top and bottom of the side edge of the automotive door. This elongated connector thus obstructs the entire edge of the automotive door between the two automotive door hinge bolts. *See*, Milwain, Fig. 2, Col 2, Lines 12-32.

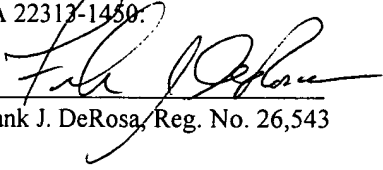
Therefore none of these three references describes the claimed saddle and flange arrangement which permits work to be performed on the edge of the concavity of an automotive body part being supported.

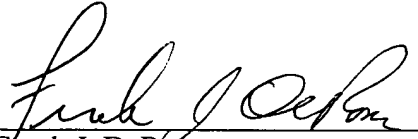
Dependent claims 2-7, 10-17 and 20 include the limitations of independent claims 1, 9 and 19, respectively, and include additional recitations which, combined with independent claims 1, 9 and 19, are also allowable over Hui, McDermott and Milwain.

Applicant submits that Claims 1-17 and 19-21 clearly distinguish over the prior art of record and are in condition for allowance. Reconsideration and allowance of the application with these claims are respectfully requested.

Dated: 12/28/05

I hereby certify that the correspondence attached herewith is being transmitted by first class mail to the Commissioner for Patents, Box 1450, Alexandria, VA 22313-1450.


Frank J. DeRosa, Reg. No. 26,543


Frank J. DeRosa
Reg. No. 26,543
BROWN RAYSMAN MILLSTEIN
FELDER & STEINER LLP
900 Third Avenue
New York, New York 10022
Tel : (212) 895-2010
Fax: (212) 895-2900